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ECONOMIC COMMISSION FOR EUROPE

Committee on the Development of Trade

Working Party on Facilitation of International Trade Procedures

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

Trade and Development Board

Advisory Services on Trade Documentation

TRADE DOCUMENTATION INFORMATION

DEFINITIVE ICS STANDARD BILL OF LADING

(Note by the Inter-regional Adviser on Trade Documentation)

1. In document E/ECE/TRADE/WP.4/INF.3:TD/B/ASTD/INF.3 of 12 July 1971, information was given about the new recommendations issued by the International Chamber of Shipping (ICS) containing the revised ICS Standard Bill of Lading recommended to be adopted as from 1 January 1972.

2. Besides an account of background and development justifying the revision of the 1963 recommendations on standard format of Bills of Lading, the new recommendations include the following:

> "In the knowledge that the ECE layout key has been adopted by many countries not only those who are members of the Economic Commission for Europe and that the use of documents based on this layout is being continually extended, shipowners are recommended to adopt bills of lading based on the revised ICS Standard Bill of Lading from 1 January 1972.
>
> It is envisaged that, because of special national requirements minor variations may have to be adopted in some countries.
>
> Shipowners operating container services are also recommended, wherever possible, to take account of the information given in paragraph 3, which details the position of specialized container shipment information.
>
> When printing bills of lading the "ICS-stamp" shown in the bottom left-hand corner should be reproduced to make it clear to all concerned that the bill of lading is based on the latest ICS recommended layout."

3. The recommended position of specialized container information on bills of lading is set out as follows:

	Recommended position (for column numbers see Appendix)
(a) Container owner's marks and special numbers These details should be shown in addition to any information that is required concerning the marks and numbers of individual packages	Column 10
(b) Container size and type These two codes can be shown below the owner's mark and serial numbers. They should be laid out as recommended by the International Organization for Standardization (ISO), e.g. EACU 123456 1040	Column 10
(c) Seal No. This information can be shown below the container type and size details	Column 10
(d) Movement Code (e.g. Pier to Pier, House to House, Full Container Load, Less than Container Load) This information can be shown in the lower half of this column underneath the description of the goods	Column 11

4. The model form including printing specifications is appended. As regards the change-over from the earlier version and the 1971 provisional version of the Standard Bill of Lading it is felt that national masters and national aligned series should be revised at the earliest possible opportunity. Shipping Lines will be asked to maintain the provisional version until the various national aligned series have been revised.

1. Shipper

B

BILL OF LADING

B/L No.

Reference No.

2. Consignee

C

INTERNATIONAL CHAMBER OF SHIPPING

STANDARD BILL OF LADING

1 Jan. 1972

3. Notify address

D

Free disposal

4. Pre-carriage by* †

E

5. Place of receipt by pre-carrier* †

6. Vessel

F

7. Port of loading

8. Port of discharge

G

9. Place of delivery by on-carrier* †

10. Marks and Nos.	11. Number and kind of packages; description of goods	13. Gross weight	14. Measurement
K	L	M	N P R S

All measurements including lines.

1 inch—25.4 mm.
1 cicero—12 points—European Typographical Measurement (Didot).
1 em—12 points—British-American Typographical Measurement.
1 point (cicero)—0.376 mm.
1 point (em)—0.351 mm.

	Inch		Millimeter		Didot typog. cicero & points	British-Ame. typographic. em & points
	each	accumulated from paper edge	each	accumulated from paper edge		
A	0.4		10		cic. pts.	em pts.
B	1	1.4	25.5	35.5	5 6	6
C	1	2.4	25.5	61	5 8	6
D	1	3.4	25.5	86.5	5 8	6
E	1/3	3.73	8.5	95	1 10	2
F	1/3	4.07	8	103	1 10	2
G	1/3	4.4	8.5	111.5	2	2
H	5 2/3	10.07	144	255.5	31 10	34
I	1/3	10.4	8.5	264	1 10	2
J	1 1/3	11.7	33	297		
K	0.8		20			
L	1.8	2.6	46	66	10 2	10 10
M	1.8	4.4	45.5	111.5	10 2	10 10
N	1.8	6.2	46	157.5	10 2	10 10
P	0.9	7.1	23	180.5	5	5 4
R	0.9	8	22.5	203	5 2	5 6
S	0.3	8.3	7	210		
T	2.7	3.5	69	89	15 2	16 2
U	1.8	5.3	45.5	134.5	10 2	10 10
V	2.7	8.0	68.5	203	15 4	16 4

H

Free disposal

Freight details, charges, etc. ††

SHIPPED on board in apparent good order . . .††

15. Freight payable at	16. Place and date of issue
	I
17. Number of original Bs/L	18. Signature
T	U V

J

ICS B/L 1 Jan. 72

* Applicable only when document used as a Through Bill of Lading

† When designing Bills of Lading for combined transport shipments it is suggested that the wording of box 4 and the words "by pre-carrier" and "by on-carrier" in boxes 5 and 9 respectively may be deleted

†† Suggested positions for these details within the free disposal area

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TRADE DOCUMENTATION INFORMATION

FACILITATION ACTIVITIES OF THE IATA

1. The Trade Documents Guide (E/ECE/TRADE/86) includes in Section 7.1 an account of the purposes, origin, organization and activities of the International Air Transport Association (IATA). In addition to this general information on IATA, the following note, which has been received from the IATA Secretariat, gives more up-to-date information on IATA's facilitation activities.

IATA's Facilitation Activities - General

2. The IATA Facilitation Advisory Committee is composed of experts in the field of facilitation for international travel, trade, and transport by air. It meets about once every year to review IATA's overall facilitation activities and to determine IATA's facilitation policy which is set out in the IATA Facilitation Policy Manual. The IATA Facilitation Advisory Committee reports to the IATA Executive Committee through the Director General. Secretary of the IATA Facilitation Advisory Committee is Mr C.W.R. Vallance, Director, Facilitation, who is based in the Montreal office. The 17th meeting of the Facilitation Advisory Committee was held from 22 to 25 February in Beirut, Lebanon and was chaired by Mr E. Ball (Eastern Airlines), current Chairman of the Committee.

To coordinate facilitation work within his company each IATA member airline has a Facilitation Representative who is responsible for implementation of IATA's facilitation policy within his headquarters and field offices. Most Facilitation Representatives also have responsibility for a given country and liaise with their government on airline facilitation matters.

IATA's Trade Facilitation Activities

3. In order to deal with facilitation problems of air cargo, a Cargo Facilitation Sub-Committee was set up by the Facilitation Advisory Committee at its 15th meeting (Nairobi, November 1969). In three meetings this Sub-Committee has made an overall review of current air cargo facilitation problems and has produced a number of recommendations for promotion through the IATA Facilitation machinery and with inter-

national organizations. Secretary of the IATA Cargo Facilitation Sub-Committee is Mr R.W. Bonhoff, Assistant Director, Facilitation, who is based in the Geneva office of IATA. He has been named the IATA Correspondent for the ECE information exchange system on trade facilitation. Current chairman of the IATA Cargo Facilitation Sub-Committee is Mr T. McGaughey (The Flying Tiger Lines).

4. IATA maintains close relations and liaison with many international organizations, governmental and non-governmental, on facilitation matters generally and trade facilitation matters specifically. A recent example of IATA's involvement in international trade facilitation is a substantial financial contribution by IATA for the first stage of the development of a harmonized commodity description and coding system for international trade. IATA is represented on the Steering Group for the project by Mr E. Dreyfous (Air France), with Mr R. Moers (Lufthansa) as his alternate.

5. It should be noted that IATA now has two main offices; headquarters are in Montreal at 1155, Mansfield Street, the other main office is in Geneva (P O Box 315, CH-1215 Geneva 15 Airport).